

**NAVAL STRIKE AND AIR WARFARE CENTER AIRCRAFT MAINTENANCE
PERFORMANCE WORK STATEMENT (PWS)**

25 July 2013

Distribution Statement A. Approved for Public Use

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1. SCOPE

1.1 General Scope. This contract is for Organizational, selected Intermediate, and limited Depot level maintenance, and logistics support services for the Navy F/A-18A/B/C/D/E/F, EA-18G, MH-60S, F-16A/B, and E-2C aircraft based at Naval Strike and Air Warfare Center (NSAWC), Naval Air Station (NAS) Fallon, NV. The selected Intermediate level maintenance consists of performing Non Destructive Inspections (NDI). NDI comprises about 11 percent of all maintenance performed under this contract. The limited Depot level maintenance in this contract refers to full aircraft painting. Aircraft painting comprises less than 5 percent of all maintenance performed under this contract. The aircraft configurations will include installed Tactical Combat Training System (TCTS) pods, external Electronic Countermeasures (ECM) pods, Advanced Tactical Forward-Looking Infrared (ATFLIR), Laser Detector Trackers (LDTs), AWW-13 pod, Jammer pod (ALQ-99), ALQ-167 pod, Air Intercept Missile (AIM-9) Captive Air Training Missile (CATM), Air Launch Expendable (ALE-39/47) chaff, decoy flares, and external fuel tanks.

1.1.1 During a one year training schedule, normal flight operations are scheduled for 5 days per week (Monday through Friday), from approximately 0600 to 1900 hours for approximately six months a year. Alternatively, the other six months normal flight operations will be extended to approximately 0600 to 2330 hours, 5 days per week (Monday through Friday). Occasionally, the contractor will be required to support flight operations outside normal hours on Monday through Friday or on weekends or holidays. The contractor shall receive authorization in writing from the COR to work weekends and holidays.

1.2 System Descriptions

1.2.1 F/A-18A/B/C/D/E/F. The F/A-18 is an all-weather fighter and attack aircraft. In its fighter mode, the F/A-18 provides fleet air defense as an escort aircraft. In its attack mode, it provides force projection, interdiction, and close and deep air support. A single-place (A) and two-place (B) are fighter/attack aircraft powered by two General Electric F404-GE-400 turbofan engines with afterburner. Two, General Electric F404-GE-402 enhanced performance turbofan, engines power the F/A-18C/D and two, General Electric F414-GE-400 afterburning turbofan, engines power the F/A-18E/F. The F414-GE-400 engine is an advanced derivative of the F404 GE engine family. There are twenty F/A-18A/B/C/D/E/F aircraft located at NSAWC. The F/A-18A/B/C/D/E/F aircraft regularly fly 310 hours per month. During military Surge Operations, flight hours can increase to 360 hours per month.

1.2.2 EA-18G. The EA-18G is an all-weather electronic and attack aircraft. Its primary mission is Airborne Electronic Attack. The EA-18G is used primarily to deny the enemy effective use of its Integrated Airborne Defense System through the use of electronic attack and employment of the AGM-88 HARM. The EA-18G also has the APG-79 AESA radar and AIM-120 for integration in the air-to-air role as well as self-defense with the use of the above assets. Two General Electric F414-GE-400 afterburning turbofan engines power the E/A-18 G aircraft. There

are three EA-18G aircraft located at NSAWC. The EA-18G aircraft regularly fly 40 hours per month. During military Surge Operations, flight hours can increase to 50 hours per month.

1.2.3 MH-60S. The MH-60S is a twin-engine medium lift, utility, or assault helicopter. The MH-60S is used for anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare, cargo lift, and special operations. The MH-60S is equipped with a single main rotor and twin T700-GE-401C engines. There are five MH-60S aircraft at NSAWC. The MH-60S fly an estimated 110 hours per month. During military Surge Operations, flight hours can increase to 130 hours per month.

1.2.4 F-16A/B. The F-16A/B is a compact, single engine, multi-role, all-weather fighter aircraft. The aircraft's primary mission is air-to-air combat and air-to-surface attack. Single-placed (A) and two-placed (B) are fighter aircraft powered by a single Pratt & Whitney F100-PW-220 engine. There are ten F-16A aircraft and four F-16B aircraft located at NSAWC. The F-16A/B aircraft regularly fly 220 hours per month. During military Surge Operations, flight hours can increase to 260 hours per month.

1.2.5 E-2C. The E-2C Hawkeye is an all-weather, carrier-based tactical airborne warning and control system platform. It provides all-weather airborne early warning and command and control functions for the carrier battle group. Two Allison T56-A-427 turboprops power the E-2C. There are two E-2C aircraft located at NSAWC. The E-2C regularly flies 17.4 hours per month. During military Surge Operations, flight hours can increase to 20 hours per month.

2. APPLICABLE DOCUMENTS

NOTE: In the event of conflict between the text of this PWS and the references cited herein, the text of this PWS should take precedence. In cases of disparities between Navy and Air Force regulations, Navy directives shall take precedence. Nothing in this PWS supersedes applicable laws and regulations unless the Government has provided a specific exemption.

2.1 Department of Defense (DoD) Instructions

4000.25-1-M	Military Standard Requisitioning and Issue Procedures (MILSTRIP)
4140.27M	Shelf Life Item Management Manual
4145.19-R-1	Storage and Material Handling
4160.21M	Defense Material Disposal Manual
4161.2-M	DoD Manual for the Performance of Contract Property Administration
5200.2-R	DoD Personnel Security Program
5220.22-M	National Industrial Security Program (NISPOM)

6050.5	DoD Hazardous Communications (HAZCOM) Program
1015.11 CH-1	Lodging Resource Policy
Joint Travel Regulations (JTR)	Volume 2

2.2 Deputy Assistant Secretary of the Navy, Acquisition and Procurement

Memo of April 30, 2012	Implementation of Government-Furnished Property Attachments to Solicitations and Awards
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2.3 OPNAV Instructions

4110.2	Navy Hazardous Material Control Program Manual
5090.1C	Environmental Readiness Program Manual
5100.23G CH-1	Navy Occupational Safety and Health Program Manual
5530.14E CH-1	DON Physical Security and Law Enforcement Program
3750.6R	Naval Aviation Safety Program
8023.24B	Navy Personnel Ammunition and Explosives Handling Qualification and Certification Program.

2.4 COMNAVAIRFORINST

4790.2B	Naval Aviation Maintenance Program (NAMP)
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2.5 NAVSUP Publications/Instructions

NAVSUP P-485 VOL I-II	Afloat Supply Procedures
NAVSUP P-485 VOL III	Ashore Supply Procedures
NAVSOP-3013-1	Financial Management of Resources
NAVSOP-3013-2	Financial Management of Resources

2.6 NAVAIR Publications/Instructions

NAVAIR 00-25-300	NAVAIR Technical Directives System
NAVAIR 01-1B-40	Weight and Balance Data
NAVAIR 01-1B-50	USN/USMC Aircraft Weight and Balance Control
NAVAIR 01-1A-35	Aircraft Fuels Cells Tanks Manual

NAVAIRINST 3710.1F

Contractor's Flight and Ground Operations

2.7 United States National Security Agency

EKMS 1B

EKMS Policy and Procedures for Navy Electronic Key
Management System Tiers 2 & 3

2.8 Type Commander Instructions/ Directives And Maintenance Instruction Manuals

Available and furnished at the technical library at NAS Fallon, NV.

2.9 Commercial Document

National Aerospace Standard 410 Revision 3

3. GENERAL REQUIREMENTS (Applicable to all CLINS)

3.1. Meetings And Communication

3.1.1. Post Award Conference. The Contractor shall attend a Post Award Conference in accordance with FAR 42.5 to include contracts and management personnel with the Government, no later than 30 days after contract award at Fallon, Nevada. The Contractor shall demonstrate and present its management procedures, provide progress assessments, review technical and other specialty area status, and schedule dates for near term critical meetings/actions.

3.1.2. Program Management Review. The Contractor shall attend an annual Program Management Review at Fallon, NV.

3.1.3. Meetings. The Contractor shall participate in monthly conferences by telephone or Video Telephone Conference.

3.1.4. Single Point Of Contact. The Contractor shall provide a single point of contact that is the primary interface with Government program authorities and representatives on program/project and contract administrative issues.

3.2. Quality Assurance

3.2.1. Quality Assurance Program. The Contractor shall develop, maintain, and control an effective Quality Assurance Program to ensure proper compliance with the maintenance requirements, practices, and procedures with emphasis on material condition of the aircraft. The Contractor's Quality Assurance Program shall be in accordance with COMNAVAIRFORINST 4790.2B.

3.2.2. Quality Assurance Designation. The Contractor shall designate personnel to perform the functions of the Quality Assurance Representatives (QARs), Collateral Duty Inspectors (CDIs), and Collateral Duty QARs (CDQARs) in accordance with COMNAVAIRFORINST 4790.2B. QARs/CDQARs shall inspect and certify all safety of flight related maintenance tasks

(i.e., those tasks requiring a post maintenance check flight), or tasks requiring inspection in accordance with applicable instructions or manuals. The Government has the right to review the designation of QARs, CDQARs, and CDIs.

3.2.3. Aircraft Confined Space Entry. The Contractor shall establish and maintain an Aircraft Confined Space Entry Program in accordance with COMNAVAIRFORINST 4790.2B and NAVAIR 01-1A-35 manual. The Contractor must additionally meet all local base instructions at all bases to which the squadron is detached. The Contractor shall furnish all associated equipment, training, certifications, and protective equipment required to conduct an Aircraft Confined Space Entry Program.

3.2.4. Technical Library. The Contractor shall establish procedures to control storage, up to date revisions, distribution, and reproduction of technical library data that is use in the maintenance and logistic support of NSAWC aircraft in accordance with COMNAVAIRFORINST 4790.2B.

3.3. Government And Contractor Equipment

3.3.1. Lost, Damaged, Or Destroyed Government Property. The Contractor shall notify the Contracting Officer Representative (COR) in writing within 24 hours of discovery of lost, damaged, destroyed, or theft of Government Property and submit a Financial Liability Investigation of Property Loss of Property form (DD FORM 200) within five days to the COR.

3.3.2. Report of Government Property. The Contractor shall turn in surveyed Government Property into Defense Reutilization and Marketing Office (DRMO) in accordance with DODINST 4160.21-M. The Government Furnished Property shall be documented via DD FORM 1149 with a copy provided to the COR.

3.3.3. Telephones. The Contractor shall use the existing telephone system and telephone numbers located in those areas where the Contractor is assuming responsibility. The Contractor is responsible for all telephone charges including service fees, long distance fees, and basic monthly instrument charges. The local Public Telephone Company establishes monthly charges through the Base Telephone Management Department.

3.3.4. Contractor Equipment. The Contractor is responsible for any administrative office supplies and equipment necessary for the performance of the work of this contract unless otherwise specified. Any items not expressly stated as Government furnished shall be the responsibility of the Contractor.

3.3.5. Contractor Vehicles. The Contractor shall provide ground transportation for Contractor use at the primary site, on and off installation, flight line use, and movement of materials and equipment in the performance of this contract. Contractor shall maintain vehicles free from debris and Foreign Object Damage (FOD). All operating costs for Contractor vehicles shall be the responsibility of the Contractor. The Contractor's name shall be clearly visible on Contractor owned vehicles. Contractor vehicles shall display a valid state license plate and station decal, as

required with existing installation instructions and state regulations, and other requirements as stated in the schedule.

3.3.6. Navy Marine Corps Internet Access (NMCI). The Government will provide 43 NMCI seats to the Contractor at NSAWC.

3.4. Safety

3.4.1. Emergency Medical Care. Only emergency medical care is available in Government facilities to Contractor employees who suffer on-the-job injury or illness. Medical services will be under the conditions and at the rates in effect at the time of treatment. The Contractor shall reimburse the Naval Medical Center Collection Agent promptly upon receipt of statement.

3.4.2. Safety Equipment. The Contractor shall provide all personal safety equipment and shall comply with the regulations and standards specified in 29 CFR 1910, 29 CFR 1926, 40 CFR, 49 CFR, and all state and local Occupational Safety and Health Administration (OSHA) regulations, OPNAVINST 3750.6R, OPNAVINST 5100.23G CH-1 and NAVAIRINST 3710.1F.

3.4.3. Ordnance Qualifications and Certification Board. The Contractor shall establish and monitor an ordnance certification program per OPNAVINST 8023.24B. The Contractor shall form an Ordnance Certification Board, which shall ensure the proper qualifications of employees required to handle ordnance and pyrotechnics. This Board shall be the final authority for issuing ordnance certification and qualifications to Contractor personnel. The Government will reserve the right to sit on the board as a non-voting observer. The on-site Contractor Manager shall assign properly qualified personnel as members of the board. The Government reserves the right to review those personnel selected by the Board and ensure compliance with OPNAVINST 8023.24B.

3.4.4. Hazardous Material and Waste. The Contractor shall comply with all federal, state, local and DoD laws, regulations, directives, and instructions pertaining to training, control, use, handling, storage, and disposition of hazardous material and hazardous waste. The Contractor shall comply with all Installation directives and programs for management and control of hazardous material and hazardous waste in accordance with OPNAVINST 4110.2, OPNAVINST 5090.1C and DODINST 6050.5. All facilities operated by the Contractor are subject to inspection without prior notice. In the event that a regulatory agency assesses a monetary fine against the Government for violations caused by Contractor performance outside of required regulations, the Contractor shall reimburse the Government the amount of fine and other related costs.

3.5. Housekeeping

3.5.1. Facilities Housekeeping. The Contractor shall be responsible for the cleaning of all assigned spaces, and those not specifically designated as military only spaces, including trash removal on a daily basis. The Government will provide dumpster pickup and disposal for garbage, trash, and refuse. The spaces shall be clean, neat, and in FOD-free condition. Floors in all assigned work and office spaces shall be free of oil, grease, and other work hazards that

contribute to unclean or unsafe working conditions. The Contractor shall provide all housekeeping material and supplies. The Contractor shall be responsible for the cleaning and housekeeping of ramp and hangar areas, including daily FOD walk downs in compliance with local base instructions. The Contractor is responsible for the cleanliness of all areas disturbed during the work process. The Contractor shall maintain areas outside facilities in a clean, FOD free condition. The Contractor shall notify the Government of all required facility repairs not covered by this contract.

3.5.2. Flightline Housekeeping. The Contractor shall comply with local base instructions regarding cleaning and housekeeping, i.e., sand, fuel, oil, hydraulic stains, and debris removal around air start units, tie-downs and walkways, and areas directly adjacent to hangar/assigned buildings. The Government will utilize mechanized/powered sweeping/snow removal equipment to clean ramps, taxiways, taxi areas, and roads around hangars, building, and work areas. The Government will conduct Regular Periodic Zone inspections to ensure proper cleanliness, upkeep, and usage of Government facilities used by the Contractor. The Government reserves the right to relocate facilities.

Currently the Government will provide the Contractor the following spaces with the approximate square footage:

<u>Facility</u>	<u>Sq. Ft</u>
Hangar 5 (Including Bay):	42,862
Aircraft Apron	59,729
Building 31 Guard Shack	24
Hangar 3 Room A111	285
Hangar 3 Room A106	393
Hangar 3 Room A112	144
Hangar 3 Room A114	369
Building 20 Wash Rack Equipment	864
Building 40 Line Shack	512

Shared spaces requiring contractor upkeep after use:

<u>Facility</u>	<u>Sq. Ft:</u>
Building 42A (Aircraft wash rack)	889
HAZMAT Compound	500
Hangar 3 Bay Corrosion Space	5,478

4. ORGANIZATIONAL AND INTERMEDIATE MAINTENANCE (CLIN 0X01)

4.1. Transition Phase-In. The Phase-In transition period is defined as the first 60 days of contract performance. The Contractor shall ensure a smooth transition prior to full-scale performance by accomplishing the following:

4.1.1. Phase-In Plan. The successor Contractor shall assume 100 percent responsibility for all requirements under the contract and PWS on the first day after the Transition Phase-In period

ends. The successor Contractor shall start executing the Transition Plan upon contract award. The Transition Phase-In Plan shall include as a minimum:

- a. The major challenges with regard to start-up and learning curve.
- b. A Plan of Action and Milestones (POA&M) for the implementation of the Management Information System (MIS) and the development of the work instructions, procedures, and planning documents needed to begin all support functions.
- c. A POA&M that illustrates the day-to-day steps being taken to ensure full performance of all functions on the first full day after the transition period.
- d. A time-phased staffing plan that indicates staffing percentages by site, work center and function during transition, accounting for workload requirements/fluctuations, operational commitments/tempo, work in progress, and other area impacts. It shall also identify the "ramp-up" required to achieve full manning levels and performance, including a schedule for obtaining base access for site personnel.
- e. A training plan for each site and all personnel whose job requires formal certification/licensing prior to assumption of tasks. The training plan shall also address training requirements for all artisan and management personnel to occur during the transition phase. The plan shall address the method for incorporation of lessons learned during previous site transition(s).
- f. A POA&M for the implementation of the Quality Assurance Program and the development of quality procedures required to begin the program.

4.1.2. Transition Phase-In Reporting. During the transition, the succeeding Contractor shall conduct a weekly status review telecom (day of week to be directed by PCO) with the Program Office until discontinuance directed by the PCO. As a minimum, the weekly status telecom shall address the following:

- a. Successful completion of or failure to complete, transition plan milestones of the previous week.
- b. Where milestones have not been met, measures taken to remedy the situation to ensure that the transition phase will not be delayed and start of contract full performance will not be affected.
- c. Progress in obtaining personnel and availability of an adequate stock of parts, including current projections to the end of transition performance period.
- d. Status of efforts to ensure that all personnel have received requisite training by the end of the transition period.
- e. Status of efforts and listing of parts and material purchased in support of this program.

4.1.3. Phase-In Inventory. Within the transition period, the Contractor shall conduct an inventory with the Incumbent Contractor and Government representative and provide a Phase-In Inventory Report in accordance with **CDRL A001**.

4.1.4. Access / Site Visits. The Contractor will be allowed access to the primary operating site. Arrangements for this access will be through the Government. Designated Contractor personnel will be permitted access to observe all operations such as workflow, priorities, scheduling, equipment handling/processing, parts storage, safety and security. Familiarization visits shall not interfere with the activities of the Incumbent Contractor's personnel or squadron operations.

4.1.5. Operations. During the transition period, the Contractor shall be responsible to coordinate with the Incumbent Contractor for those activities required for turnover and continued operations in accordance with the PWS.

4.1.6. Material Accountability. During the transition period, the Contractor shall be responsible to coordinate with the Incumbent Contractor for those activities required for turnover and continued accountability of material ordered and in shipment until delivered and accepted by the Government.

4.2. Equipment Maintenance. The Contractor shall provide Organizational and selected Intermediate level maintenance for aircraft, engines, support equipment, aviation life support systems, and flight line services in order to meet the flying program's daily mission requirements. The Contractor shall perform these services described herein in accordance with applicable Organizational and Intermediate level maintenance manuals, COMNAVAIRFORINST 4790.2B, NAVAIRINST NAVAIR-00-25-300, and other applicable directives. The Contractor shall provide on-site and off-site services to the Government depot field teams for organizational level functions. These services include the removal, reinstallation, operation, test, and checkout of all applicable systems, components, and access panels, and preparation of the aircraft for ground shipment.

4.3. F-16 Maintenance Deviations. If the F-16 aircraft maintenance manual does not cover instructions for the required repair, the Contractor shall conduct the repair in accordance with instructions from the F-16 Fleet Support Team (FST). Any deviations from the F-16 aircraft maintenance manuals or F-16 FST instructions will be on a case-by-case basis at the discretion of the Government.

4.4. Aircraft Status. The Contractor shall track the status of each assigned aircraft. The Contractor shall submit a Daily Aircraft Readiness Status Report in accordance with **CDRL A002/AA02/AB02/AC02/AD02**.

4.5. Inspections. The Contractor shall perform all special, phased, conditional, and calendar inspections on the scheduled date or within the inspection allowed deviation. The COR must approve inspections outside deviation allowance in advance, in writing.

4.6. Aircraft Discrepancy Reporting. The Contractor shall investigate all discrepancies within 96 hours and determine corrective action. Within 24 hours after the determination of corrective action, the Contractor shall order all materials necessary to correct the discrepancy. The Contractor shall report all discrepancies and order all parts in the Naval Aviation Logistics Command Management Information System (NALCOMIS) Optimized Organizational Maintenance Activity (OOMA) database. The Government reserves the right to upgrade or replace their existing management information system and the Contractor shall be responsible for backing up all aircraft maintenance data and populating the upgraded database or newly installed system.

4.7. Counting Accelerometer Requirements. The Contractor shall record accelerometer readings by Type Model Series (T/M/S) aircraft after each flight and shall input the data into the SAFE website in accordance with COMNAVAIRFORINST 4790.2B.

4.8. Aircraft Preservation. The COR will determine when an aircraft will be placed in preservation. The Contractor shall perform aircraft preservation in accordance with the applicable Maintenance Requirements Cards (MRC). For aircraft not having preservation MRCs, preservation shall be in accordance with NAVAIR 15-01-500 CH-1.

4.9. Aircraft Acceptance. The Contractor shall perform aircraft Acceptance Inspection in accordance with and COMNAVAIRFORINST 4790.2B.

4.10. Non-Destructive Inspections (NDI). The Contractor shall provide non-destructive inspections Level I and II on-site and in accordance with National Aerospace Standard 410. Types of non-destructive inspections include eddy current, liquid penetrant, magnetic particle, x-ray, and ultrasonic methods for assigned aircraft. The NDI technicians performing the inspections shall be certified to Level II in the method being performed.

4.11. Aircraft Painting. The Contractor shall perform partial aircraft painting to include the application/removal of side number, model designator numbers, local command markings, preventative maintenance, special award insignia, designated pilot names, and painting necessary to accomplish the approved corrosion control plan. Full aircraft painting is in paragraph 6.

4.12. Detachments and Off-Site Aircraft Services. The Contractor shall concurrently support detachments as well as the operational schedule at NAS Fallon NV. NSA WC aircraft will routinely deploy to Naval Air Warfare Centers (NAWC), Air Force Bases (AFB), Marine Corps Air Stations (MCAS), and other Navy bases for unit training missions. During certain periods, NSA WC aircraft will detach to two or more sites simultaneously while continuing to operate at NAS Fallon, NV. Detachment schedules will be provided to the Contractor in advance, however, some detachments may be scheduled with short notice and require Contractor travel on weekends.

4.12.3. Detachment Maintenance Services. The Contractor shall provide maintenance services (less security access and roving patrols) for all T/M/S when detached. The Contractor shall provide proper aircraft protection, e.g., dust covers, tie-downs, chocks, and other standard protective measures of the aircraft and equipment during non-working hours in accordance with specific aircraft T/M/S maintenance instruction manual.

4.12.4. Bases. Bases that NSA WC will routinely deploy to include:

Location	#Dets/Year	#Days	#Aircraft
MCAS Miramar, CA	2	14	10-14
NAS Key West, FL	2	14	10-14
NAS Lemoore, CA	2	14	10-14
NAS Oceana, VA	2	14	10-14
Nellis AFB, NV	2	14	10-16
NAWC China Lake, CA	10	4	06-10

The above list is representative of the typical base detachments, but the list is not inclusive of all potential detachment sites, and does not preclude NSA WC from detaching to other sites should

the need arise or preclude surging above indicated aircraft numbers, which the contractor will be responsible to support.

4.12.5. Vehicles. The Government will provide required detachment vehicles for the transportation of Contractors between the detachment worksite and lodging. The Government will provide transportation of materials and squadron “pack-ups” to and from detachment locations.

4.13. Aircraft Recovery. The Contractor shall recover all crashed, damaged, or downed aircraft within CONUS, and AK and HI, as required by the on-site Government representative in accordance with OPNAVINST 3750.6R. Services include acting to preclude further damage; effecting temporary repair; and disassembly as required to transport or fly the aircraft to a repair site. The Contractor shall ensure that the downed aircraft is free from hazardous materials and liquids prior to transport.

4.14. Deicing. The Contractor shall perform aircraft and support equipment-deicing functions in accordance with applicable manuals and applicable base instructions.

4.15. Emergency Support. The Contractor shall participate in special alert and emergency support conditions, i.e., natural disasters and security operations. The Contractor shall secure aircraft and equipment in accordance with applicable base instructions. The Contractor shall prepare aircraft for evacuation in accordance with applicable base instructions.

4.16. Snow Removal. The Contractor shall perform snow and ice removal from the aircraft only.

4.17. Refueling Services. The Contractor shall provide sufficient personnel for staffing the NAS Fallon refueling pit equipment and provide hot pit refueling services for all assigned aircraft.

4.18. Ceremony Preparations. The Contractor shall prepare for squadron changes of command or other ceremonies and events, for example: preparation of static displays to include only T/M/S aircraft maintained under this PWS, and cleaning of hangar deck.

4.19. Aviators’ Personal Protective and Survival Equipment. Other than aircrew assigned to NSAWC, the Contractor shall perform organizational level maintenance on flight equipment for an estimated 31 additional students per quarter.

4.20. Armament. The Contractor shall assign qualified personnel to service aircraft ordnance delivery systems, jettison systems, and other aircraft explosive-related devices in accordance with OPNAVINST 8023.24B and base instructions. The Contractor shall have access to Ready Service Areas and Ready Service Lockers for the purpose of safe and proper storage of necessary cartridges and cartridge-actuated devices.

4.20.3. Systems Maintenance. The Contractor shall maintain/troubleshoot and perform daily inspections on all aircraft weapons/armament systems from and including the power source through the trigger/switch to the point of release/gun firing. This will include all scheduled and unscheduled maintenance and all applicable weapons release and control checks.

4.20.4. Armament Qualified QAR. The Contractor shall provide an armament qualified QAR, in accordance with COMNAVAIRFORINST 4790.2B, for required QA inspections, technical advice and torque value verification, to include specified torques required for loading/un-loading external fuel tanks; TCTS pod; CATM-9.

4.21. Aircraft Cannibalization. If cannibalization of time phased aircraft is considered necessary, the Contractor shall send a written request for cannibalization to the COR for approval. The Contractor shall take the following actions based upon a time-phased aircraft cannibalization:

4.21.3. 90 Day Limitation. Authorization to cannibalize time-phased aircraft that have not flown in the last 90 consecutive days will occur only in special instances. The COR shall approve cannibalization of aircraft that have not flown in the last 90 consecutive days in writing.

4.21.4. 120 Day Limitation. The Contractor shall return time-phased aircraft to a temporary flight status if they have not flown in the last 120 consecutive days. Cannibalization of aircraft that have not flown in the last 120 consecutive days will only occur after written authorization from the COR.

4.22. Monthly Maintenance Planning. The Contractor shall provide a maintenance schedule of predictable Organizational, selected Intermediate, and limited Depot level maintenance, and logistics maintenance workload. The Contractor shall utilize the monthly maintenance plan to assess the available staff to accomplish unscheduled work. In addition, requirements for Support Equipment, material, workers, and other factors affecting the maintenance operation can be determined in advance of actual need. The Contractor shall submit a Monthly Maintenance Plan in accordance with **CDRL A003/AA03/AB03/AC03/AD03**.

4.23. Management Information System, Data Collection, Documentation and Reporting Requirements. The Contractor shall maintain a Web-based Information System (WIS) that provides computerized storage of all maintenance and logistics support information with on-line web based accessible interactive query and updated capability on a real-time basis. This system shall be capable of performing management and control functions as well as tracking of all logistics requirements to include parts repair cycle, calibration, detachment pack up requirements, inventory management, and configuration status accounting. The Contractor shall develop and maintain this data for the life of the contract. The Government shall have “read only” access to this WIS through a web site via the Internet. The Government shall also have the ability to print data from the WIS. The Contractor shall initiate and keep current all records and technical data identified in this PWS.

4.23.3. WIS Access. The Contractor shall maintain the WIS through a control office that is direct web-based and is accessible at each respective Navy management office to include Naval Air Systems Command (NAVAIR) PMA-207, Naval Strike and Air Warfare Center (NSAWC), and Commander Naval Air Forces (CNAF). The WIS shall be able to be accessed through a NMCI computer and capable of performing full maintenance logistics queries of all Government owned aircraft and engines, inventories, and support equipment by site. The respective Government Program Offices will control Government personnel accessibility to the

WIS system and will provide the Contractor with a list of personnel authorized to access the system, to be updated on an as needed basis.

4.23.4. WIS Functions. The Government shall have real time access to all information maintained in the WIS. The Government shall have unlimited rights to all information maintained on the WIS. Information maintained in the WIS shall be considered delivered to the Government upon posting to the WIS. When Contract Data Requirement List (CDRL) deliverables are posted on the WIS, the Contractor shall notify the Government of the posting via email in accordance with Exhibit A of the CDRLs. The WIS shall provide real-time accurate information and documentation and shall be capable of performing the following management and control functions:

- Display high time information for automatic tracking of time/cycle-limited items to ensure replacement items are positioned to prevent aircraft and components from exceeding time/cycle limits.
- Maintain a record by site of all Peculiar Support Equipment (PSE) and calibration frequency and due dates and tracking of the repair and calibration cycles.
- Maintain an automatic cross-reference file of approved alternate/suitable substitute part numbers for all inventory items.
- Maintain a record of all Not Mission Capable Supply (NMCS) and Partial Mission Capable Supply (PMCS) requirements by part number, aircraft Bureau Number (BUNO), date ordered and date received.
- Maintain a record of aircraft flight hours and cycles by site, aircraft BUNO, material cost, average material cost per flight hour, and average flight hours.
- Maintain an Awaiting Parts Status Report for each item on order with estimated delivery date.
- Maintain a No Defect Report of those items turned in which have no defects. The report shall include part number, nomenclature, BUNO, usage/units of issue, turn in site code and serial number.
- Maintain a Stock Inventory Report of all GFM that shall include Part Number, Nomenclature, Usage/Units of Issue, Stock Site Code, Storage Location, Stock Balance, and Authorized Level Balance.

4.23.5. Archiving of Data. Upon completion of the contract, the Contractor shall compile and archive all data and deliver the Web Based Information System Archived Data in accordance with **CDRL AX04**.

4.24. Record Keeping. The Contractor shall maintain all records, reports, and data for the NSAWC platforms. The Contractor shall submit a 3M System Data Report in accordance with **CDRL A005/AA05/AB05/AC05/AD05**.

4.24.3. VIDS/MAF (OPNAV 4790/60) Requirements. The Contractor shall be required to certify completion of all maintenance tasks via NALCOMIS OOMA Maintenance Action Form

(MAF). The Contractor shall be given authorization to electronically sign the MAF as supervisor and shall comply with all management and operation requirements established by COMNAVAIRFORINST 4790.2B and NALCOMIS OOMA. If NALCOMIS OOMA is inoperable, the Contractor shall use the paper Visual Information Display/Maintenance Action Form (VIDS/MAF) OPNAV 4790/60. When the NALCOMIS OOMA becomes operable, the Contractor shall input the paper VIDS/MAF information into the NALCOMIS OOMA, which is the official record.

4.24.4. Aircraft Inspection and Acceptance Record. The Contractor shall manage and maintain all aircraft logbook/records as per the COMNAVAIRFORINST 4790.2B. The Contractor shall be authorized to sign aircraft logbooks, forms, and records of non-decisional nature.

4.24.5. Technical Directive Compliance Reporting. The Contractor shall complete the applicable CNAF/OPNAV 4790 forms and insert into the appropriate aircraft logbook for each Technical Directive incorporation in accordance with COMNAVAIRFORINST 4790.2B.

4.24.6. Releasing Aircraft Safe for Flight (Aircraft Inspection and Acceptance Record (OPNAV 4790/141)). The Contractor shall certify assigned aircraft as safe for flight by signing the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) in block 10 in accordance with COMNAVAIRFORINST 4790.2B.

4.24.7. Navy Local Asset Management System (LAMS). The Contractor shall maintain and keep current LAMS for all support equipment as assigned. The Contractor shall submit a Support Equipment Deficiency Report in accordance with **CDRL A006/AA06/AB06/AC06/AD06**.

4.24.8. Aircraft Weight and Balance Charts. The Contractor shall update all aircraft Weight and Balance Charts in accordance with NAVAIR 01-1B-40 and NAVAIR 01-1B-50.

4.24.9. Quality Assurance Records. The Quality Assurance data shall be available to the Government via the WIS. The Contractor shall retain all Quality Assurance records for the life of the contract.

4.24.10. Contract Funds Reporting. The Contractor shall report monthly on the status of contract funding for each CLIN. The Contractor shall provide a Contracts Funds Status Report in accordance with **CDRL A007/AA07/AB07/AC07/AD07**.

4.24.11. Materials Inventory and Forecasting. The Contractor shall inventory all Government Furnished Property (GFP) in accordance with FAR 52.245-1, DODINST 4161.2-M and DODINST 5530.14E CH-1, except as follows: the Contractor shall conduct a joint inventory with the Government of all Individual Material Readiness List annually in accordance with the COMNAVAIRFORINST 4790.2B. The Contractor shall submit the Material Utilization and Forecasting Report in accordance with **CDRL A008/AA08/AB08/AC08/AD08**.

4.24.11.1. Government Furnished Property Data Recording. The Contractor shall provide the required GFP data in accordance with Department of Navy Deputy Assistant Secretary

of the Navy, Acquisition and Procurement Policy Memorandum of April 30, 2012- Implementation of Government-Furnished Property Attachments to Solicitations and Awards.

4.24.11.2. Government Furnished Property Data Update. The Contractor shall update the GFP database as required as the status of GFP is gained, lost, changed, disposed, or transferred.

4.24.12. Peculiar Support Equipment (PSE) Calibration and Inspection. For PSE, the Contractor is responsible for performing daily inspection in compliance with COMNAVAIRFORINST 4790.2B, and notifying the Government when any repairs or calibration are required. The Contractor shall maintain and deliver a record by primary site of all PSE, with calibration and planned maintenance frequencies, due dates, tracking of the calibration cycles and planned maintenance. The Contractor shall deliver the PSE Calibration and Maintenance Report in accordance with **CDRL A009/AA09/AB09/AC09/AD09.**

4.24.13. Mishap Reporting and Investigation. The Contractor shall report all available facts related to each Government property damage incident to include the reporting of any ground and/or aircraft hazards or incidents, as defined by OPNAVINST 3750.6R that may have caused loss and/or damage to aircraft or injury and/or loss of personnel. The Contractor shall immediately provide the information in writing to the on-site COR. If the Government elects to conduct an investigation of a mishap, the Contractor shall cooperate fully and assist the Government personnel until the investigation is completed. The Contractor shall submit a Safety Related Events Report in accordance with **CDRL A00A/AA0A/AB0A/AC0A/AD0A.**

4.25. Safety Program. The Contractor shall develop, maintain, and execute a comprehensive Occupational Safety and Health Program in accordance with OPNAVINST 5100.23G CH-1, OPNAVINST 3750.6R and applicable Federal regulations. The Contractor shall participate in Government safety committee meetings and boards. The Contractor shall immediately correct all safety violations. The Contractor shall take all reasonable steps and precautions necessary to prevent accidents and preserve the life and health of Contractor personnel performing under this contract and Government personnel. The Contractor shall report all accidents, injuries, and safety related mishaps to the COR in accordance with OPNAVINST 5100.23G CH-1. The Contractor shall participate in command directed safety stand-downs. The Contractor shall promptly pay any fines levied by Federal or State OSHA offices. The Contractor shall submit a Safety Plan in accordance with **CDRL A00B.**

4.26. Physical Security. The Contractor shall provide physical security for Contractor assigned spaces, aircraft equipment, and personnel on site. Physical security shall be 24 hours a day, 7 days a week. Physical security shall include locking buildings, limiting access to areas within the Contractor's custody, providing Government access to the facilities, equipment, material, as well as establishing security-reporting procedures. The Contractor shall be responsible for the issuance, security, and control of all locks and keys (furnished by the Government) required for securing entrance/exit doors in accordance with OPNAV 5530.14E CH-1. The Contractor shall not duplicate Government issued keys. All security personnel shall be unarmed in their execution of access control

or roving patrol. Security personnel shall wear distinctive clothing or uniforms for clear identification. The Contractor shall use cell phones or land line for direct and prompt communication with Government Security forces whom the Contractor shall contact when any actual or suspected security breaches or hazards occur. The Contractor shall notify the on-site COR and installation Security Department within one hour of discovery of a security violation or unauthorized entry. Notification shall be via both phone and official e-mail.

4.27. Operations Security (OPSEC). While performing aboard NAS Fallon, NSAWC or NAVAIR sites, the Contractor shall comply with the provisions of OPNAVINST 3432.1, the local base or command OPSEC instructions as well as all procedures identified in Program Specific OPSEC Plans and Program Protection Plans as applicable. The Contractor shall submit an Operations Security Plan in accordance with **CDRL A00C**.

4.28. Communications Security (COMSEC). When access to COMSEC material or information at Government facilities is required, Contractors shall adhere to COMSEC rules and regulations as per DODINST 5220.22-M, EKMS 1B, and local base/command instructions. The Contractor shall comply with all applicable policies and procedures to ensure the proper handling, accountability, use and protection of COMSEC material and equipment. The Contractor Facility Security Officer (FSO) shall provide annual COMSEC security refresher training and monthly topical COMSEC training to the Contractors who are granted access to COMSEC material.

4.29. Contractor Manpower Reporting. The Contractor shall report all contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the Commander, Naval Air Systems Command via a secure data collection site. The contractor is required to completely fill in all required data fields using the following web address <https://doncmra.nmci.navy.mil>. Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>.

5. Transition Phase-Out. (Option CLIN 0506)

The Phase-Out transition period is defined as the last 60 days of contract performance. The Contractor shall accomplish the following:

5.1. Transition Phase-Out Plan. The Contractor shall develop and provide a Transition Phase-Out Plan. The Contractor shall implement this plan with the incoming Contractor, providing for complete transition of all requirements under this contract by the contract expiration, termination date, or as otherwise specified by Government consistent with Federal Acquisition Regulation 52.237-3. The Contractor shall be 100 percent responsible for flight operations until the first day of full-scale performance by the incoming Contractor. The Contractor shall submit the Phase-Out Transition Plan in accordance **CDRL AX0D**.

5.2. Transition Phase-Out Reporting. During the transition, the Contractor shall have a weekly telecom with the COR, PMA-207, and the incoming Contractor to address the following:

- a) Successful completion or failure to complete transition plan milestones during the previous week.
- b) Where milestones have not been met, measures taken to remedy the situation to ensure that the transition phase will not be delayed and the remainder of the contract execution period will not be affected.
- c) Availability of an adequate stock of parts and material.
- d) Status of efforts and listing of parts and material purchased by the succeeding contractor.

5.3. Transition Support. During the transition period, the Contractor shall provide the assistance and support required to ensure the orderly transition of all logistics support necessary to commence uninterrupted storeroom operation by the incoming Contractor.

5.4. Operations. During the transition period, the Contractor shall be responsible to coordinate with the incoming Contractor for those activities required for turnover and continued operations in accordance with the PWS.

5.5. Material Accountability. During the transition period, the Contractor shall be responsible to coordinate with the incoming Contractor for those activities required for turnover and continued accountability of material ordered and in shipment until delivered and accepted by the Government in accordance with the Phase-Out Transition Plan.

5.6. Phase Out Inventory. At the end of the period of performance, the Contractor in coordination with the Government Representative and the incoming Contractor shall conduct an inventory of all Government property at each site. The Contractor shall ensure all Government property differences are reconciled.

6. DEPOT AIRCRAFT PAINTING (CLIN 0X02)

Aircraft painting in its entirety to refresh or change the paint scheme for F/A-18A/B/C/D, MH-60S, or F-16A/B aircraft is a limited depot level maintenance task. The Contractor shall coordinate aircraft painting with the COR and squadron Weight and Balance Officer as per NAVAIR 01-1B-40 and NAVAIR-01-1B-50. .

7. PARTS AND MATERIAL (CLIN 0X03)

7.1. Material Management. The Contractor shall support material requirements of all T/M/S aircraft assigned. For the F-16, the contractor shall provide a single point of contact who shall serve as the primary interface to the F-16 FST and Program Office. The Contractor shall forecast, order, expedite, receive, and inspect all consumables, repairables, Repair of Repairables, equipment, and assemblies (hereinafter known as Material) to perform the requirements of this contract in accordance

with DODINST 4000.25-1-M (MILSTRIP). The Contractor shall track, account for, and expedite the movement of all material between NAS Fallon and all supply entities. The Contractor shall follow up on requisitions to ensure timely turnaround of retrograde material and document transactions in accordance with the COMNAVAIRFORINST 4790.2B and NAVSOP-3013-1, NAVSOP-3013, the Government Material Control Officer at NSAWC, and base instructions.

7.1.1. Federal Supply System Material. The Contractor shall use the NALCOMIS OOMA system to order material in accordance with NAVSUP P-485, utilizing appropriate resources and points of contact (Local Aviation Supply Depart, NAVSUP Weapon Systems Support , Ships Parts Control Center, Defense Logistics Agency activities, General Service Administration and USAF Item/Commodity managers), as required. The Contractor shall track all Depot Level Repairables to the Advanced Traceability and Control Hub or the repair activity.

7.1.2. Open Market (F-16 Only). The Contractor shall make every effort to obtain parts and material from the Federal Supply System. However, when parts are not available, the Contractor may be authorized to procure parts and material from qualified vendors. The PMA-207 will consider each requirement on a case-by-case basis. Any material ordered not in the Federal supply system shall be charged to CLIN 0X03. The Contractor shall submit the Direct Parts and Material Monthly Status Report in accordance with **CDRL A00E/AA0E/AB0E/AC0E/AD0E**.

7.1.3. COR Approval. All requests for procurement of material must be submitted to the COR for approval.

7.1.4. Material Data. The Contractor shall include the following information in the request to procure Material:

1. Date
2. Nomenclature
3. National Stock Number
4. Proposed Vendor
5. Quantity required
6. Part Number
7. Unit price and Total cost
8. Commercial cost vs Government cost in the Federal Supply System
9. Quantity on hand
10. Direct turn over
11. Usage during the last 12 months
12. What T/M/S will it be used on
13. Estimated Delivery Date from Government Source
14. Estimated Delivery Date from Contractor Source.

7.1.5. Direct Parts. All requests for F-16 procurement of direct parts, repair parts, and material shall be processed through the COR via contractor e-mail with a copy to the PCO and Administrative Contracting Officer (ACO) in accordance with DODINST 4000.25-1-M (MILSTRIP). Final approval of requests will be by the COR. The Contractor shall

prepare all necessary correspondence required in the performance of this effort for Government review, approval and release.

7.2. Storage and Issuing Material. The Contractor shall provide warehousing functions for aircraft Material. Functions shall include shipping, receiving, issuing, storing, inventorying, shelf life monitoring, and security of Material. The Contractor shall maintain pre-expended bins in accordance with COMNAVAIRFORINST 4790.2B, DODINST 4140.27M and DODINST 4145.19-R-1.

7.3. Excess Material. Upon the Government determination that material is in excess, the Contractor shall prepare and process material to be turned in to DRMO in accordance with DODINST 4160.21M, or other disposition instructions provided by the ACO.

8. TRAVEL (CLIN 0X04)

The Contractor shall prepare and submit to the COR for approval travel requests for all personnel authorized to perform off-site support. All travel and Government billeting respectively shall be in accordance with DODINST 1015.11 CH-1 and the JTR. The Contractor shall track all travel costs incurred and submit as part of the Contracts Funds Status Report in accordance with **CDRL A007/AA07/AB07/AC07/AD07**.

9. METRICS

9.1. Launch Window. The Contractor shall meet the published launch window within five minutes for each aircraft, 95% of the time. If the Contractor exceeds the launch window, with the exception of delays caused by factors not under Contractor control (e.g., weather, operations), the event will count as a maintenance-caused mission abort.

9.2. Ready for Flight. The contractor shall maintain a 70% Ready for Flight (RFF) rate of Available Aircraft (A/A) by Type/Model/Series. RFF aircraft are the number of aircraft that were available for assignment to the Operations Department in a Mission Capable (MC) status as of 0700 hours each day for utilization to accomplish flight requirements as established by the published flight schedule, regardless of location. The RFF rate is calculated as:

$$\mathbf{9.2.1. \quad RFF = MC + PMC + FCF}$$

Where:

RFF = Ready For Flight

MC = Mission Capable (Configured aircraft with 100 percent operational systems as noted):

F/A-18A/B/C/D: (RADAR, ALR-67, SMS, video recording system and ECM Systems)

F/A-18E/F: (RADAR, MIDS, ALR-67, SMS, video recording system, and ECM Systems)

EA-18G: (RADAR, MIDS, SMS, video recording system, and ECM Systems)

F-16A/B: (RADAR and ECM Systems)

E-2C: (3-Radios, 2 Scopes, RADAR, Navigation, Mission Computer, and IFF Systems)

MH-60S: (Combat Search and Rescue, SUW and Special Warfare missions capable)

PMC = Partial Mission Capable (Must have RADAR and Electronic Countermeasure (EMC) systems 100 percent operational)

FCF = Functional Check Flight

RFF% = RFF / (A/A)

9.2.2. Available Aircraft (A/A) to the Contractor is defined as:

A/A = (RRS) – (NMCS) – (P&E/ISR) – (ND NMCM) - (OSD)

Where:

RRS = Ready Reportable Status (the total number of assigned aircraft for a particular T/M/S. Synonymous term as Permanent Aircraft Allowance (PPA))

NMCS = Not Mission Capable Supply (aircraft awaiting part from Supply system)

OSD – Off Station Depot (aircraft awaiting part from Depot)

P&E/ISR = Planner & Estimator/In Service Repair (Depot maintenance in progress)

ND NMCM = Navy Directed Not Mission Capable Maintenance (i.e. Technical Directives in progress)

(1) The Contractor shall record the RFF rate for each T/M/S aircraft daily and shall use the daily RFF rate to calculate the quarterly RFF rate.

(2) The Contractor shall calculate the RFF rate total point value for each T/M/S aircraft based on the average of the daily RFF percentages achieved during the reporting period and in accordance with the Quarterly Performance Assessment Table 1, Quality Assurance Surveillance Plan. The RFF points will comprise 40% of the Contractor's overall performance grade for each aircraft T/M/S. The Contractor shall submit the Aircraft Readiness Metrics Report in accordance with **CDRL A00F/AA0F/AB0F/AC0F/AD0F** (applicable to CLIN 0X01).

9.3. Sortie Completion Rate. The Contractor shall meet a Sortie Completion Rate (SCR) of 95% for each T/M/S. The SCR identifies the percent of total sorties scheduled, minus sorties canceled for non-contractor related causes, (i.e., weather, operations department cancellations), that are successfully launched and complete their assigned mission. On the average, three sorties per A/A per day are scheduled. The Contractor shall submit a Daily Sortie Completion Rate Report in accordance with **CDRL A00G/AA0G/AB0G/AC0G/AD0G** (applicable to CLIN 0X01).

9.3.1. The formula for computing the SCR is:

$$\text{SCR \%} = \text{SC} / [(\text{SS} + \text{SA}) - (\text{SW} + \text{SO})] \times 100$$

Where:

SC = Sorties successfully completed

SS = Sorties on the original schedule

SA = Sorties completed in addition to the original schedule

SO = Sorties cancelled by the operations department

SW = Sorties canceled for weather

9.4. Aircraft Material Condition. The Aircraft Material Condition metric is comprised of two parts: the Aircraft Material Condition Inspection (MCI) and the Aircraft Discrepancy Book (ADB) Upgripe Count. The Contractor shall have no more than 15 total minor defects and light corrosion discrepancies, five major defect and moderate corrosion discrepancies, and zero critical defects or severe corrosion discrepancies per aircraft, 70% of the time. The Government will inspect 25% of each T/M/S each year. In the event of the prior inspection of the T/M/S found discrepancies or corrosion in excess of the above metrics, the Government may inspect additional aircraft. The Government will evaluate the aircraft to assess the overall material condition of assigned aircraft to determine the effectiveness of the corrosion control program and measure compliance with applicable MRCs and paint schemes. When notified by the Government of its intent to conduct an MCI, the Contractor shall ensure the aircraft remains open until the Government has completed the MCI. Aircraft panels to be inspected shall be opened up to the same degree as that required for the T/M/S aircraft specific major corrosion control inspections; 42-day for F-16, 84-day for F/A-18, 56-day for H-60, and 56/112 day for E-2. The Contractor, as deemed necessary by the Government shall open additional panels.

9.4.1. Defect, Minor. A defect that does not materially reduce the usability of the unit or part for its intended purpose or is a departure from standards but which has no significant bearing on the effective use or operation of the unit or part, i.e., Full Mission Capable status. Every 2 square inches of bare metal will be reported as a minor defect. Deferral of corrective actions until the next examination is not likely to impose an unequal economic penalty.

9.4.2. Defect, Major. A defect, other than critical, that could result in failure or materially reduce the usability of the unit for its intended purpose, i.e., Partial Mission Capable status.

Aircraft is safely flyable but requires major repairs within a specified time frame.

9.4.3. Defect, Critical. A defect that constitutes a hazardous or unsafe condition, or as determined by experience and judgment could conceivably become so, thus making the aircraft unsafe for flight or endangering operating personnel, i.e., Non Mission Capable status. The condition is such that a corrective action is required prior to release of the aircraft for flight.

9.4.4. Light Corrosion. At this degree, the protective coating is scarred or etched and the condition of the metal is characterized by discoloration and pitting to a depth of approximately one mil (0.001 inch) maximum. This type of damage can normally be removed by light hand sanding.

9.4.5. Moderate Corrosion. This looks like light corrosion except that there may be some blisters or evidence of scaling and flaking of the coating or paint system, and the pitting depths may be as deep as 10 mils (0.010 inch). Extensive hand sanding or light mechanical sanding normally removes this type of damage.

9.4.6. Severe Corrosion. This looks like moderate corrosion with severe inter-granular corrosion, blistering, exfoliation, scaling, or flaking. The pitting depths are deeper than 10 mils (0.010 inch). This damage must be removed by extensive mechanical sanding or grinding.

10. PERSONNEL REQUIREMENTS

10.1. Security. This contract effort is considered classified in accordance with DD FORM 254, Security Classification Specification. The Contractor shall be responsible for adherence to security requirements in accordance with DODINST 5220.22-M, SECNAV M-5510.30, DODINST 5200.2-R, and M-5510.36. The Contractor shall be responsible for adherence to EKMS 1B and 5530.14E CH-1 as applicable.

10.2. Security Clearances. The Contractors performing aviation maintenance duties such as Maintenance Managers, Maintenance Controllers, QA and Avionics Technicians, FSO, who are assigned COMSEC duties shall be a U.S. citizen and possess a current personnel security investigation favorably adjudicated for access to classified information to at least the SECRET level.

10.3. Identification Badges. The Contractor shall, unless engaged in duties on the flight line, visibly display their Government identification badge at all times while present on the work site.

10.4. Base Regulations. Contractor personnel working on board NAS Fallon must be U. S. citizens. All Contractor employees working on board NAS Fallon must complete an in-depth pre-employment screening that will include, at a minimum a criminal history check, employment history check, citizenship verification, credit check and drug screening. Employee candidates must receive a favorable screening result PRIOR to employment in accordance with SECNAVINST M-5510.36 and SECNAVINST M-5510.30.

11. PERSONNEL QUALIFICATIONS AND TRAINING

11.1. Personnel Qualifications. Contractor personnel, prior to the assumption of their duties shall be trained and qualified to perform their assigned duties. The Government is not responsible for formal or on-the-job technical training to the Contractor except in those cases involving the acquisition of new systems incorporated after the award of this contract. In such cases, the Government will provide access to Government/military training and formal schools, etc., at no cost to the Contractor.

11.2. Personnel Training. The Contractor shall institute a training program to ensure Contractor personnel are qualified to perform the maintenance duties of their position. The Contractor shall establish a training plan for its personnel whose jobs require formal certification and/or licensing prior to assumption of duties. The Contractor shall be provided a squadron Monthly Maintenance Plan and shall ensure all personnel are accurately listed per their depot level certification in accordance with the Qualification Program in the COMNAVAIRFORINST 4790.2B.

11.3. Security Training And Education. The Contractor shall receive an initial security briefing inclusive of threat awareness, defensive security, security classification overview, reporting obligations, and security practices applicable to employee position prior to access to classified information. The Contractor shall conduct refresher training annually.

12. MINIMUM QUALIFICATIONS FOR KEY PERSONNEL AND OTHER SUPPORT POSITIONS:

12.1. Program Manager (Key Professional). The Program Manager shall have six years management or supervisory experience within the last ten years in the execution of aviation maintenance contracts. Within the six years management experience, at least one year shall be in technical program/project work related to naval aircraft maintenance.

12.2. Contractor Operations Site Manager (Key Professional). The Site Manager shall have 15 years of aircraft maintenance experience, of which 5 years in a managerial/supervisory position of an operation with high performance multi-type/model/series aircraft managing a high tempo operation. The Site Manager must be able to coordinate all Contractor resources to achieve the contract objective related to aircraft maintenance. The Site Manager shall possess previous experience in managing a fluctuating workload, and military aircraft maintenance plans and procedures.

12.3. Maintenance Supervisor (Key Professional). The Maintenance Supervisor shall possess an background in the field of aircraft maintenance and material support with a minimum of ten years experience within the last 20 years in direct aircraft maintenance repair, inspection, and modification. Of the ten years' experience in aircraft maintenance, six years shall be in a supervisory position that included responsibility for assigning program workloads as well as duties for entire shifts. Of the six years, a minimum of one year shall be in a maintenance/production control position. The Maintenance Supervisor must be knowledgeable of application of Technical Directives and COMNAVAIRFORINST 4790.2B and be knowledgeable of supply procedures.

12.4. Material Control Supervisor (Key Professional). The Material Control Supervisor shall be familiar with the peculiarities of Naval/USAF logistics support procedures used to support material

requirements. The Material Control Supervisor shall have experience with the NALCOMIS OOMA. The Material Control Supervisor shall have a minimum of ten years experience in supply experience within the last 15 years; three of the ten years shall have been in a supervisory capacity. Qualifying Supply experience includes activities such as a squadron, base, or depot, or as an item manager.

12.5. QA Supervisor/Manager (Key Professional). The QA Supervisor/Manager shall be capable of performing the functions and have experience in aviation ground safety and management. The QA Supervisor/Manager shall have experience in interpreting technical publications, blueprints, wiring diagrams, inspection findings and shall have a minimum of 12 years in aviation maintenance with a minimum of five years as a QA Inspector. The QA Supervisor/Manager shall have sufficient knowledge and experience to effectively assume responsibility for the overall quality of the Contractor maintenance effort in accordance with COMNAVAIRFORINST 4790.2B.

12.6. Facility Security Officer (FSO) Key Professional The FSO shall have a minimum seven years progressive experience in Government or industrial security disciplines with a practical knowledge of the content, implementation and application of Government and industrial security directives, practices and procedures. The Contractor shall possess specific training in accordance with DODINST 5220.22-M and applicable industrial and base security instructions.

12.7. Aircraft Mechanic. Aircraft Mechanics shall have three years experience in their specific aircraft maintenance occupational field and experience in corrosion detection, treatment and prevention.

12.8. Aircraft Plane Captain. The Aircraft Plane Captain shall have two years aircraft flight line experience; shall be familiar with aircraft basic maintenance concepts, launch, recovery procedures, egress systems, common hand tools, aircraft terminology, and normal operational safety requirements for the aircraft. The Plane Captain shall complete a Government-approved Plane Captain Certification program for multiple T/M/S aircraft.

12.9. Aircraft Mechanic-Egress Specialist. The Egress Specialist shall have two years experience in ejection seat maintenance and two recent years of egress system repair. The Egress Specialist must be a graduate of a military or factory equivalent ejection seat course of instruction. The Egress Specialist shall be qualified on ground support equipment applicable to the specialty. The Egress Specialist shall be familiar with USN/USAF technical publications, capable of conducting on-the-job training and maintaining seat (cockpit) safety checkout training records for Contractor personnel. The Egress Specialist experience and qualification shall include removal and replacement of ejection seats and explosive devices, rigging explosive linkages and devices applicable to seats and canopy. The Egress Specialist shall be able to perform flow checks on egress systems, have experience in fitting and rigging aircraft canopies, canopy drives and canopy locking mechanisms.

12.10. Hazardous Specialist Materials Manager. The Hazardous Materials Manager shall have a minimum of two years practical experience within the last ten years in the management, administration, or operation of a hazardous materials/waste program. The two years experience shall include receiving, storage, distributing, handling, and disposal of all types of hazardous material utilized at the Contractor's job site.

12.11. Maintenance Administration Specialist. The Maintenance Administration Specialist shall have a minimum of two years experience within the last five years, in the operation of records and reports as defined in the COMNAVAIRFORINST 4790.2B. The specialist must have experience establishing procedures and files required for the operation of a records and reports section, including aircraft logs and records. The specialist shall have experience in recording historical data and maintaining individual files pertinent to aircraft, support equipment, engines, and other designated equipment. The specialist shall have experience in maintaining forms, records and producing reports associated with the aviation maintenance program, shall be capable of establishing correspondence files, a routing system, message files, and maintenance historical files. The specialist shall have a working knowledge of automated data processing equipment.

12.12. NALCOMIS Administrator. The NALCOMIS OOMA System Administrator/Analyst (SA/A) shall have two years experience within the last five years, as a SA/A working with the Navy's maintenance data collection system. The SA/A must be formally trained in Maintenance Data System procedures to include NALCOMIS OOMA, data processing capabilities, and the techniques of statistical analysis. The SA/A shall provide the local expertise necessary to resolve system and functional related problems and ensure smooth operations related to NALCOMIS OOMA systems. The SA/A shall have sufficient knowledge and experience to effectively conduct primary functions and responsibilities and to provide qualitative and quantitative analytical information to the COR in accordance with the COMNAVAIRFORINST 4790.2B.

12.13. Nondestructive Inspection (NDI) Technician. Certification of all NDI personnel in the radiographic, ultrasonic, eddy current, magnetic particle, and liquid penetration methods shall be in accordance with MIL-STD-410E.

12.14. Aircraft Mechanic-Parachute Rigger. The Parachute Rigger shall be a qualified Parachute Rigger "A" School graduate or equivalent in accordance with the COMNAVAIRFORINST 4790.2B. A minimum of three years within the last five years practical experience at the organizational or intermediate level is required.

12.15. QA Representative. The QA Inspector shall have a minimum of five years of aircraft maintenance experience performing repair and modification of aircraft. The QA Inspector shall have at least three years as a collateral duty QAR as defined in the COMNAVAIRFORINST 4790.2B. The QA Inspector shall have experience on applicable aircraft and possess fully developed skills and experience related to the technical fields under their cognizance.

12.16. Similar Automated Maintenance Environment (SAME) Operator In Support Of F/A-18 Operations. The SAME Operator must be qualified in accordance with COMNAVAIRPACINST 4790.60 and have a minimum of three years practical experience within the last five years in SAME.